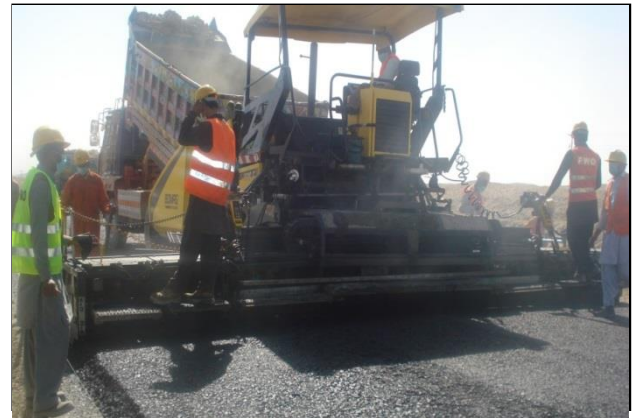




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## KALAT – QUETTA – CHAMAN ROAD PROJECT (SECTION 2 & 4) NATIONAL HIGHWAY (N-25)

MONTHLY PROGRESS REPORT  
October, 2014

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## **SUMMARY**

At the end of October, 2014, the overall physical progress was about 24%. An overview of the progress achieved in sections 2 & 4 is presented below:

### **Khad Kocha Quetta - Section 2 (length 54 km)**

Construction of some of the road components were completed by FWO. Work on other components is underway in different sub sections. 58% of the section substantially completed while for the remaining 42% Asphaltic base course was completed.

Culverts construction was in progress at many locations and 28 out of 34 culverts with 182 out of 216 wing walls & Aprons was completed. Construction of drains and retaining walls were also in progress at various locations and 15 out of 20 were completed

### **Jangle Piralizai Chaman - Section 4 (length 57 km)**

Construction of some of the road components were completed by FWO and work on other components is underway in different sub sections. 17% of the section substantially completed while 29% Asphaltic base course was completed.

Culverts construction was in progress at many locations and 24 out of 34 culverts were completed. Construction of drains and retaining walls were also in progress at various locations. Considerable progress on cutting was observed in the Khojak Pass area. 75% progress on Widening / Cutting was completed.

### **COMMENTS / ISSUES / ACTIONS NEEDED**

- NHA and FWO need to consult pavement experts on the matter of laying of new ACWC over the existing ABC and adopting any necessary pre-treatment / rectification measures. This will have impact on the portion where ACWC has been laid over the old asphaltic base course.
- Khojak Pass area is snow bound and the road gradient is more than 4% at various locations. The matter was discussed with NHA and FWO for consideration.
- The course aggregates being used in sub base, base course and concrete are from the previously NHA approved sources of Kuchlak and Akhtar Abad. It is required that the quarry approval tests and other documents may be shared with AGES for verification and record.
- Fine aggregate source approval and relevant tests shall be shared by NHA with AGES for validation.
- Construction work on 6 out of 15 causeways are in progress in Khojak pass area of Section - 4 with revised (improved) design which has not been shared with AGES for review. The previous design seems to be inadequate with respect to its location topography.
- Design / drawings of bridge at KM 79+500 be finalized and shared with AGES for validation.
- Profile drawings of sub-section 11 and 12 of Jangle Piralizai – Chaman road have been shared with AGES. Plan, sections, structures design and drawings are yet to be shared for review and validation.
- New sets of drawings incorporating the comments of M&E consultants need to be separately compiled for the Balance / Leftover Works and copies shared with stake-holders for site implementation, supervision and monitoring / verification purposes.

## **1 PROJECT BACKGROUND**

N-25 road linking the port city of Karachi with the border town of Chaman is a vital route for providing sub regional connectivity and facilitation of cross border trade between Pakistan, Afghanistan, Iran and Central Asian Republics. In March 2004, the Asian Development Bank (ADB) and the Government of Pakistan entered into a loan agreement to initiate the Balochistan Roads Development Sector Project (BRDSP), which included the rehabilitation of 16 provincial roads through the provincial Communications & Works Department, and covered the widening and improvement the Kalat – Quetta - Chaman (KQC) road by the National Highway Authority (NHA). For effective execution of the project, KQC road was divided into four sections. Work on section 1 and 3 commenced in the year 2006 and was scheduled for completion in the year 2008 but eventually completed in November 2010. The remaining two sections i.e 2 & 4 commenced in the year 2009 and were scheduled for completion in August 2010. Due to worst law & order situation and subsequent expiry of ADB loan sections 2 and 4 were suspended in August 2012.

NHA held negotiations with USAID office in Pakistan for provision of funding for the remaining as well as some essential additional works as funding from GoP was not readily available. Expanding its portfolio in assisting the people and Government of Pakistan, USAID pledged to provide funding for the rehabilitation and repair of National Highways in Pakistan. Accordingly, an Activity Agreement (No. 391-016-DOD) was signed on October 11, 2013 between USAID and NHA wherein US\$ 90 million were allocated for Strengthening and Improvement of Kalat – Quetta – Chaman (KQC) section of National Highway (N - 25) in Balochistan.

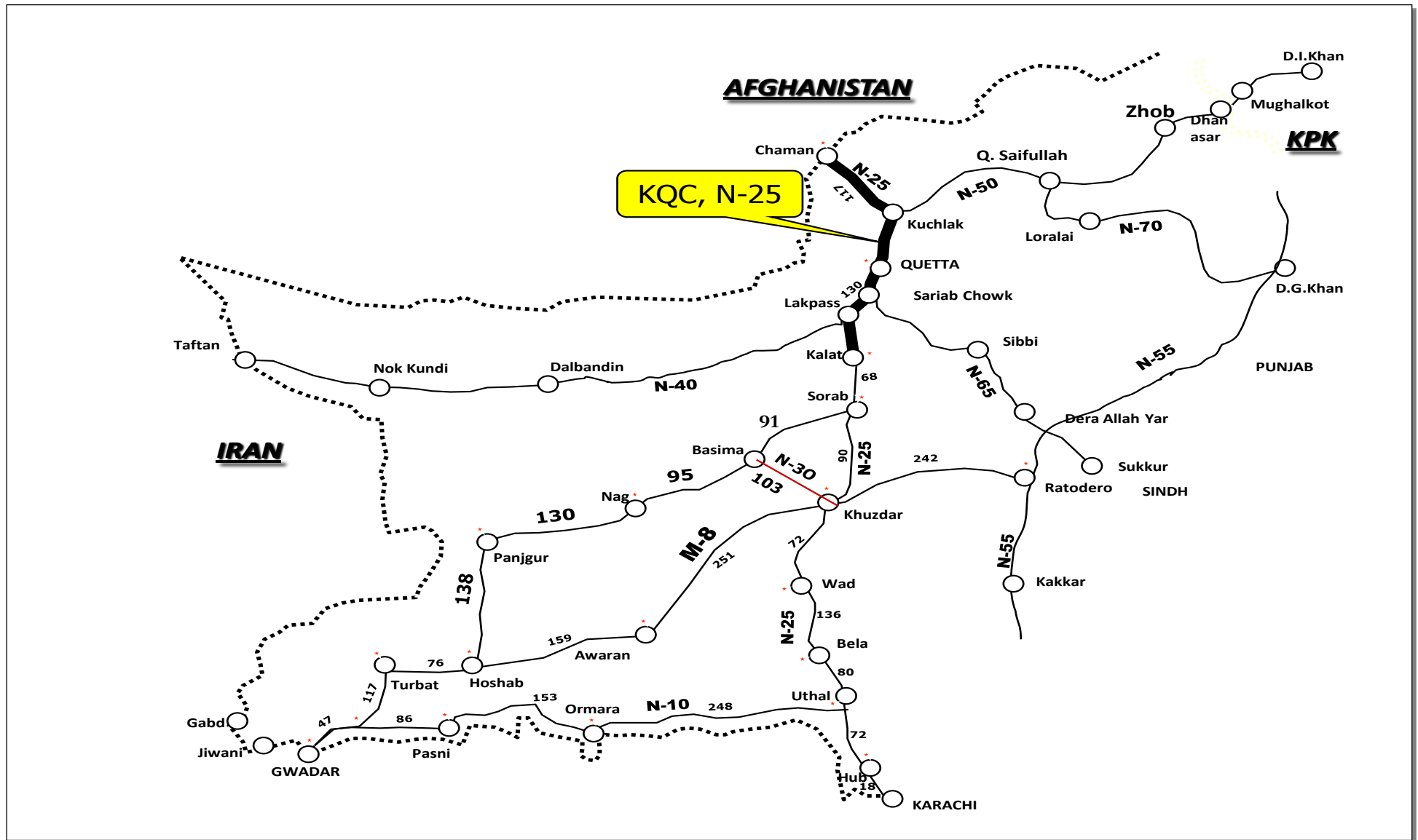
In consultation with EAD of the Ministry of Finance and NHA, USAID determined FWO as the appropriate construction contractor for this project because FWO had been an excellent performer in high risk areas of Pakistan and fully capable of completing the construction / rehabilitation of the Kalat - Quetta - Chaman Road. This decision was based upon the unique capabilities that permit FWO to operate in high treat / high security areas including its ability to utilize Pakistani Military units to provide security around its construction projects.

NHA accordingly assigned construction contract for the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014, for which formal contract agreement between NHA and FWO was signed on June 02, 2014. FWO has to complete the works within 18 months.

Of the overall agreed amount of US\$ 90 million, USAID on May 12, 2014 issued a Project Implementation Letter (PIL) No. 391- 016 – DOD – PIL - 01 allocating US\$ 63.79 million for the balance / leftover works. The expiry date of the PIL is December 31, 2015.

### **1.1 Location**

The project area falls in five districts namely Kalat, Mastung, Quetta, Pishin and Qila Abdullah of the central and northern Balochistan province. The KQC road portion of the N – 25 originates at Kalat city, traverses through the provincial capital Quetta and ends at Pakistan – Afghanistan border at Chaman.



## **1.2 Implementation Arrangements**

The Economic Affairs Division (EAD) along with NHA will establish a Project Steering Committee (PSC) to provide oversight and guidance, and approvals required for smooth and timely implementation of the project activities. The PSC will be chaired by EAD and will comprise representatives of USAID / Pakistan, NHA and FWO involved in the planning and execution of the project activities.

Under the overall direction and responsibility of NHA, the PSC will authorize the establishment of a Project Management Unit (PMU). The PMU will act as the secretariat for the Steering Committee, reporting on all aspects of Project implementations, including financial management.

NHA has accordingly established the PMU working under Project Director (PD NHA), having the authority to carry out the works to be financed under this FAR Agreement. Accordingly, PMU is fully responsible for carrying out these works for contracting the performance of these works, for supervising the construction contractor, and for ensuring that the contractor diligently undertake the work and provides the necessary equipment, skilled and unskilled labor, and efficient supply of materials to ensure uniform and continuous progress.

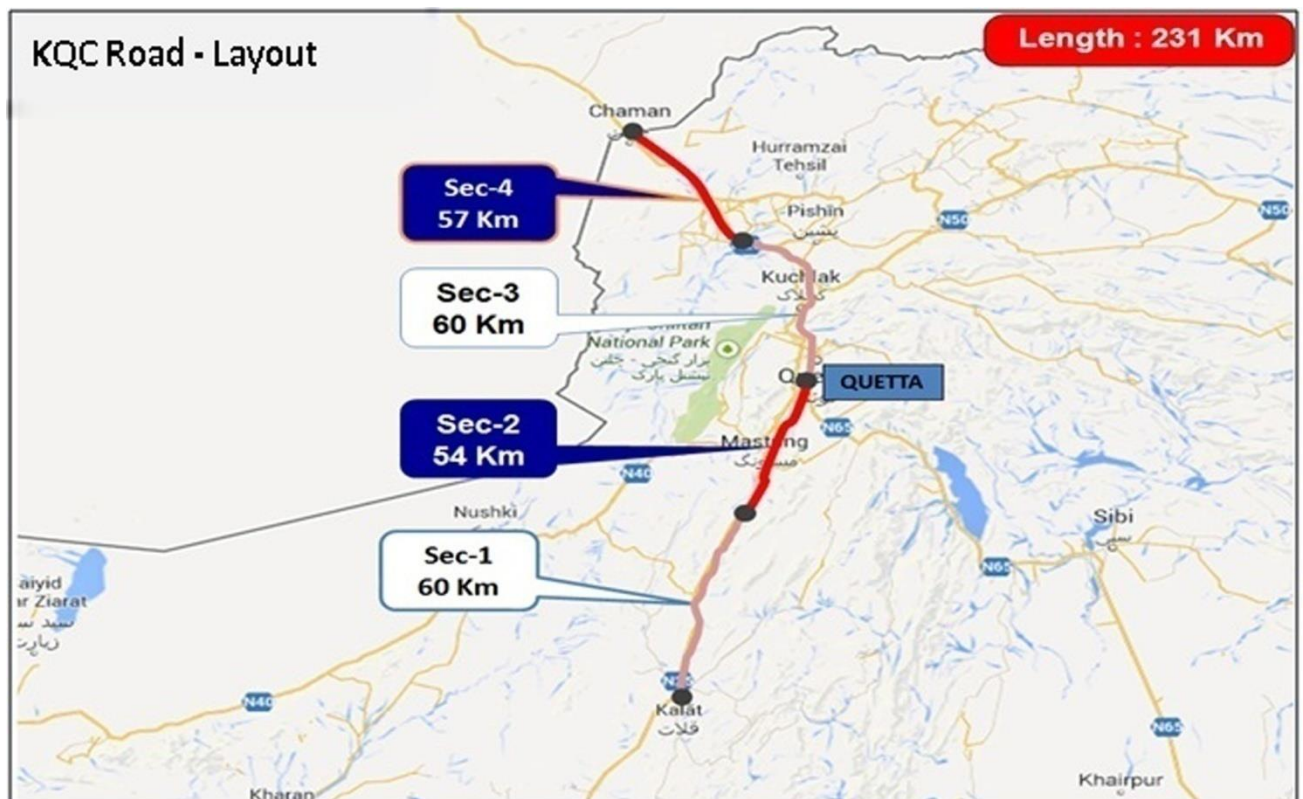
Kalat – Quetta - Chaman Road (N - 25) is an EPC (Engineer, Procure & Construct) form of contract. FWO is fully responsible for the design and construction of the project in conformity with specifications and standard engineering practices. Engineering General Consultants (EGC) is providing design and quality control services to FWO.

USAID being the donor / funding agency of the KQC - RP has tasked AGES Consultants under Construction Monitoring and Evaluation Program (CMEP) to provide services for the construction monitoring, quality assurance and environmental compliance oversight and payment certification for the satisfactorily completed milestones of the project on behalf of the USAID.

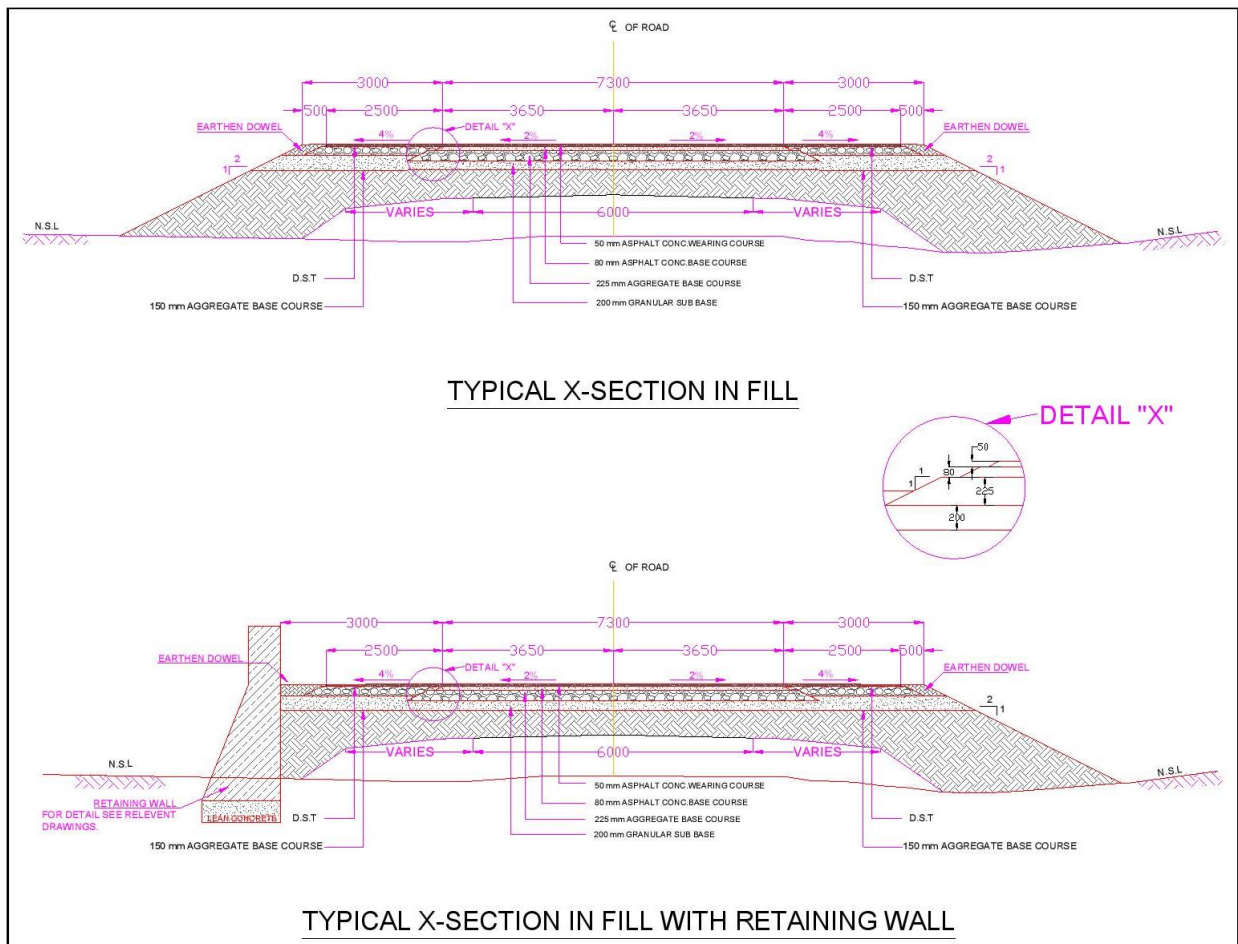
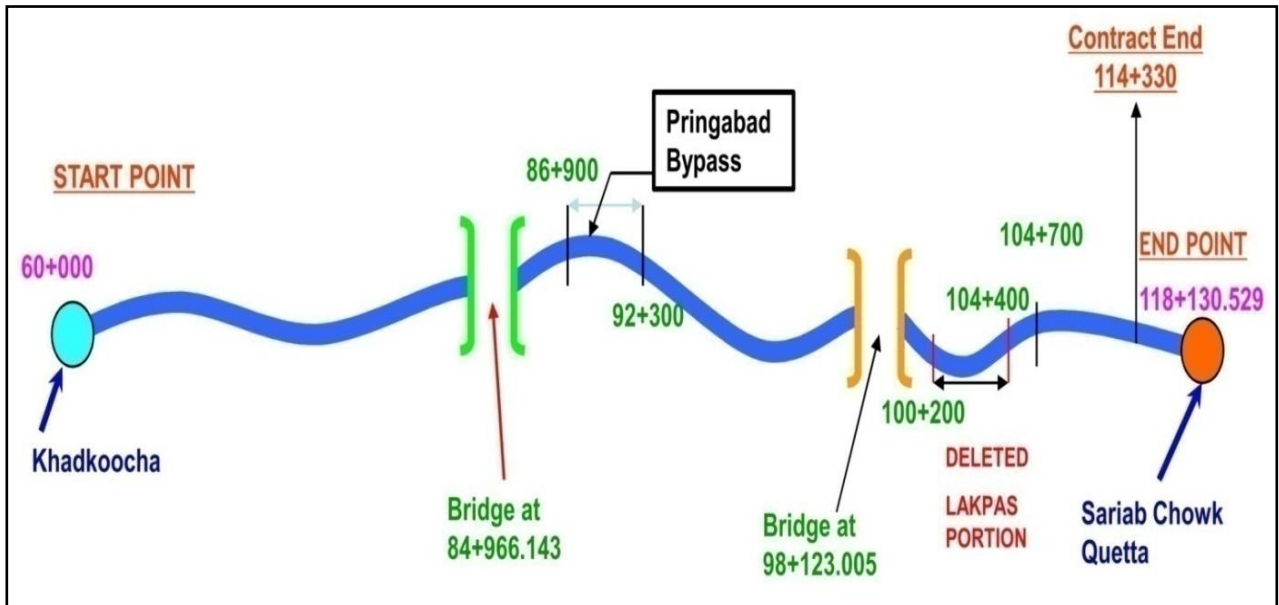
## **1.3 Scope of Work**

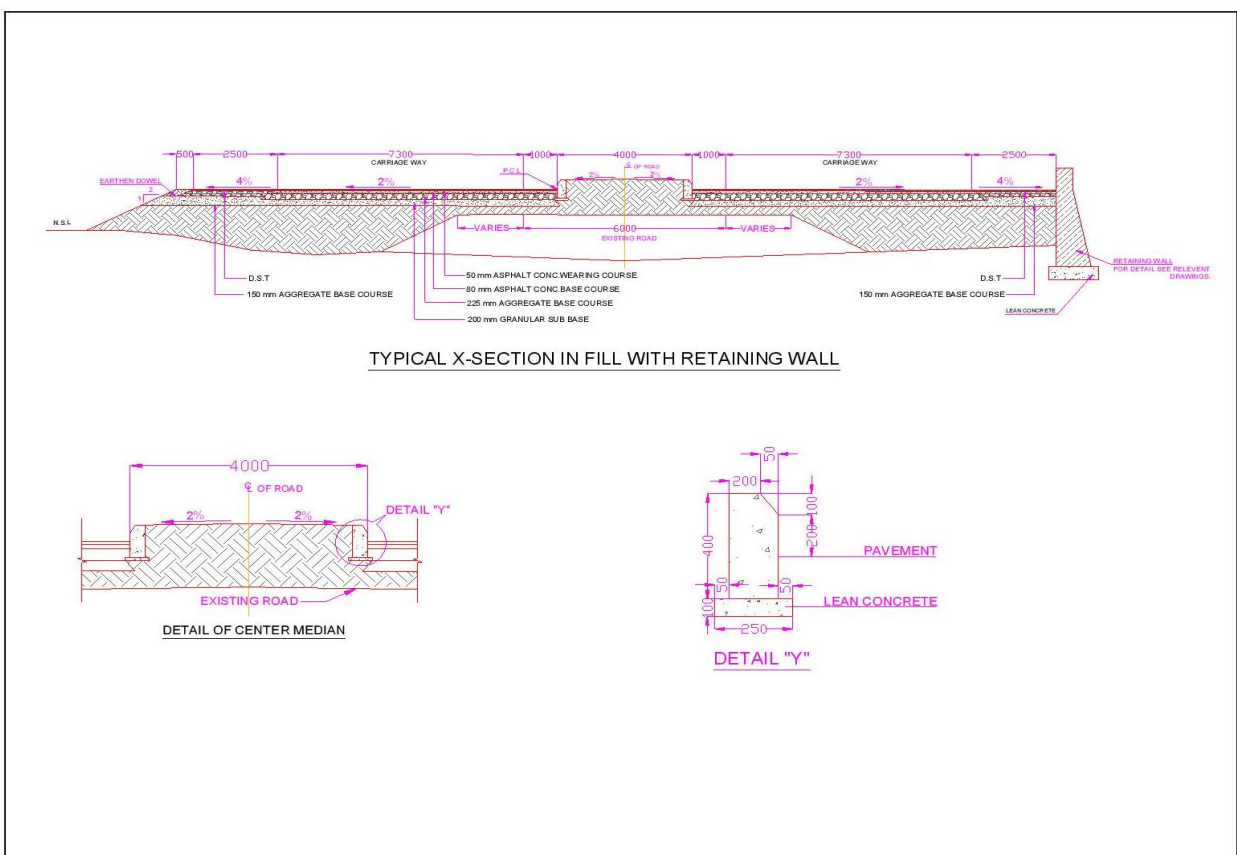
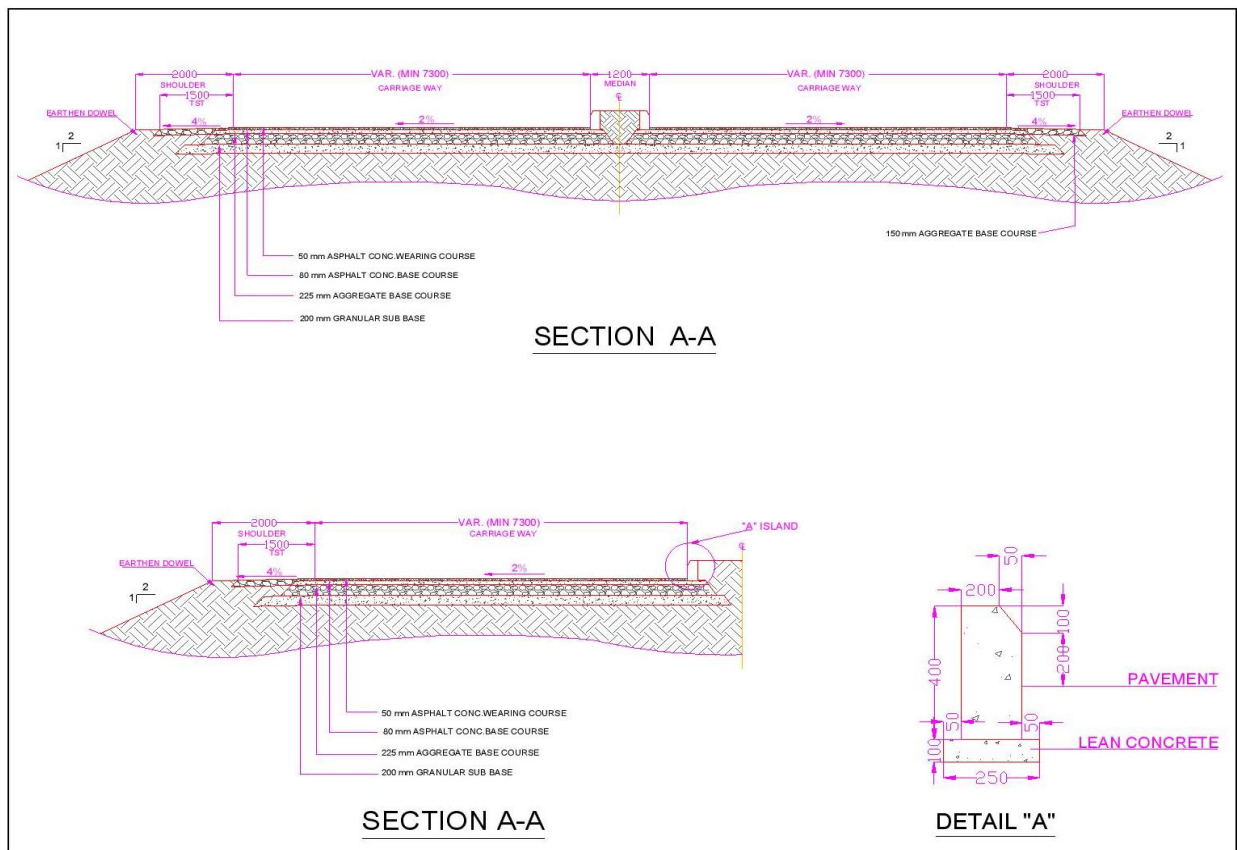
USAID has pledged to finance the remaining construction in sections 2 and 4, which covers 111 kilometers of the road. Scope of work include widening sections of the road, earthwork, grading and paving, as well as construction of four new bridges, drainage features and retaining structures. The expanded and improved road infrastructure will aid in increasing security and stability in the region, as well as facilitate improved communication, trade and national cohesion in the area. The improvements will also assist in providing local populations with greater economic opportunities, thereby reducing poverty and providing improved access to education, health - care services, markets, and other social services. The table below presents the status of Kalat – Quetta - Chaman road rehabilitation indicating the works to be financed by USAID under the Activity Agreement.

Status of Kalat-Quetta-Chaman Road Rehabilitation			
S. No	Description	Length Km	Status
1	Kalat - Khad Kocha	60	Completed with ADB assistance
2	Khad Kocha – Quetta	54	Partially completed; to be completed with USAID financing under PIL No. 391 – 016 – DOD – PIL -01.
3	Quetta - Jungle Piralizai	60	Completed with ADB assistance
4	Jungle Piralizai - Chaman	57	Partially completed; to be completed with USAID financing under PIL No. 391 – 016 – DOD – PIL - 01.
5	Additional works	53	Not started; to be completed with USAID financing under a separate PIL.



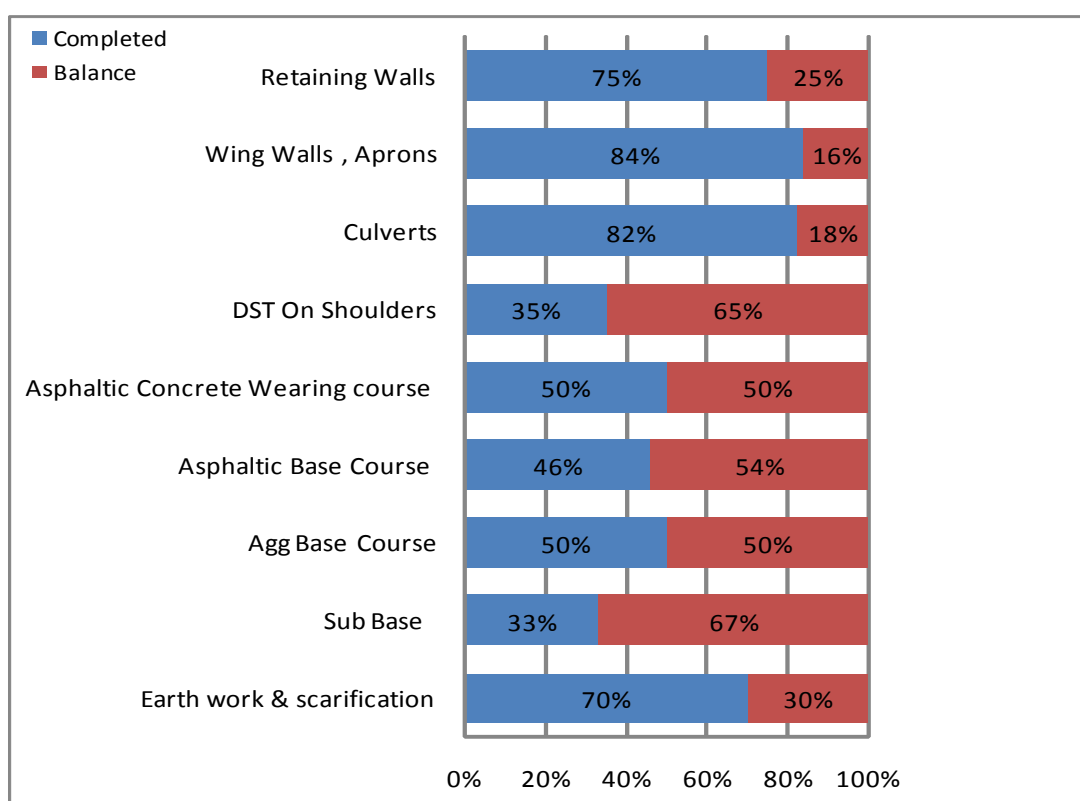
## 1.4 ALIGNMENT SKETCH – KHAD KOCHA – QUETTA (SECTION 2)



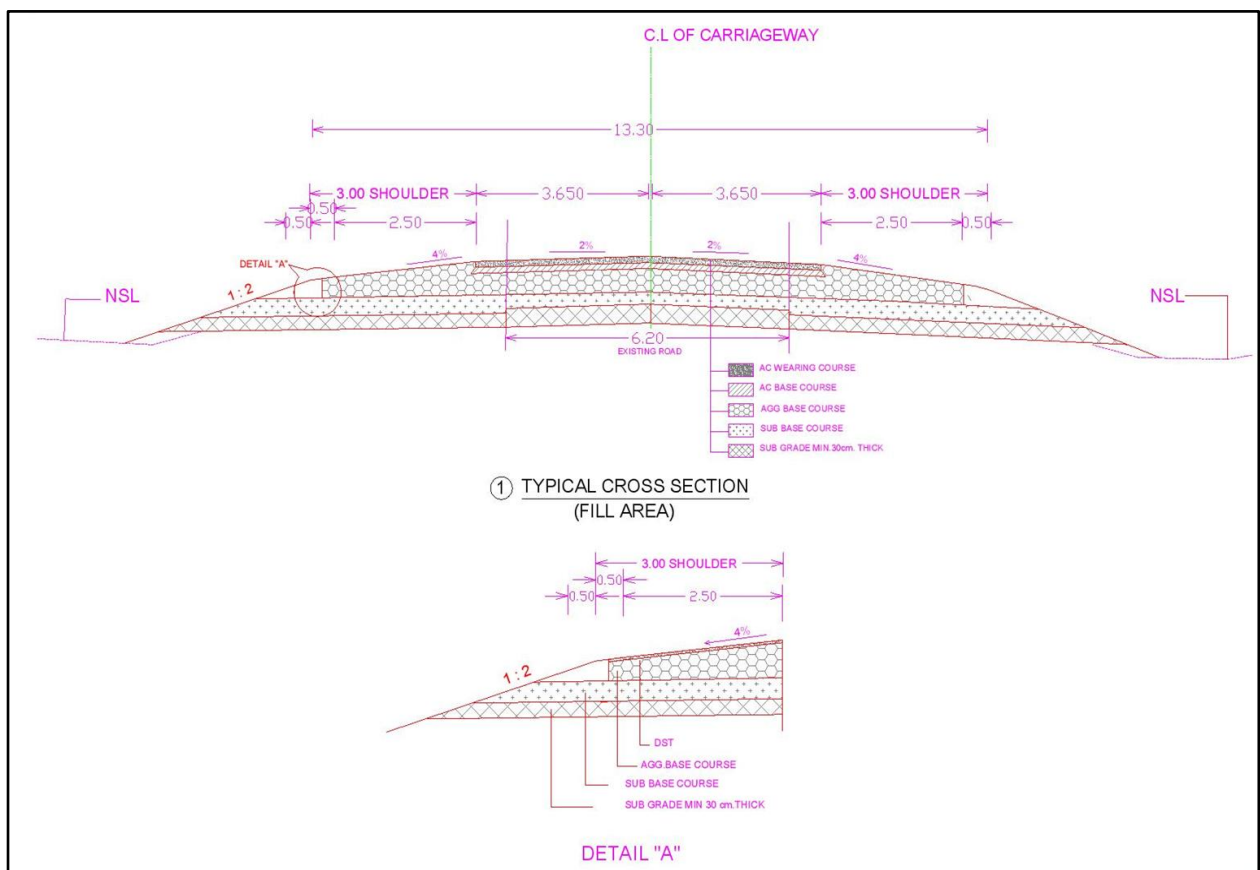
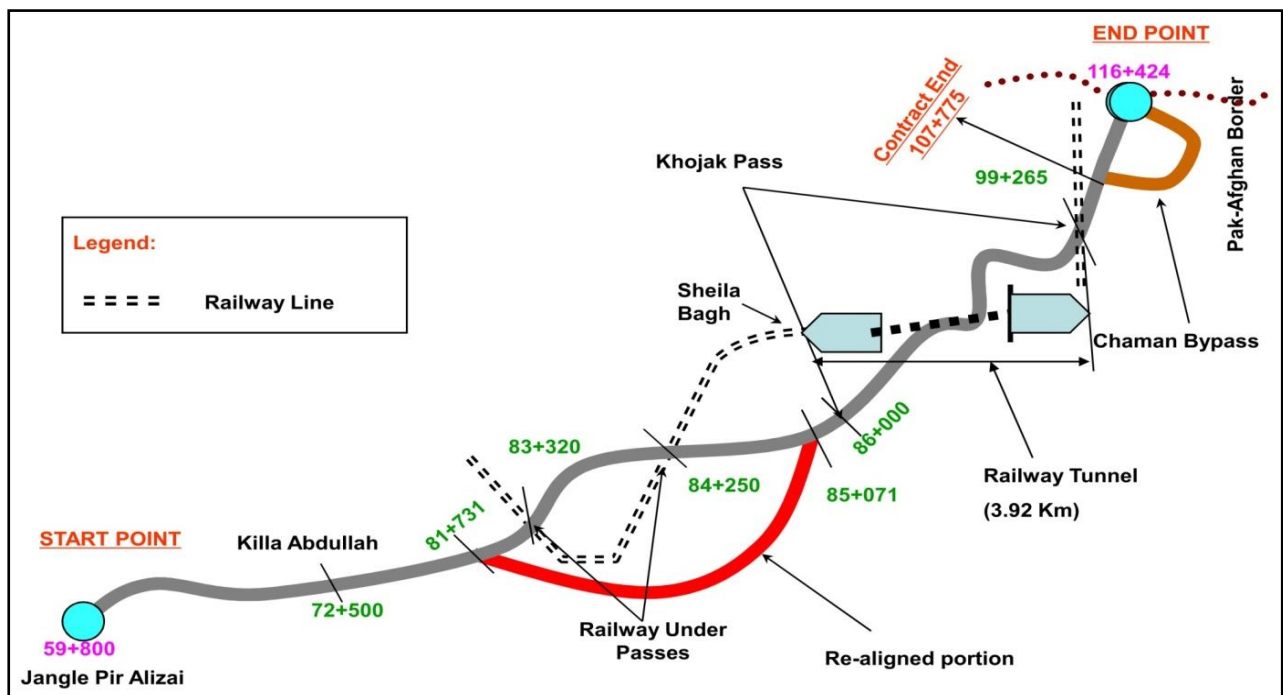


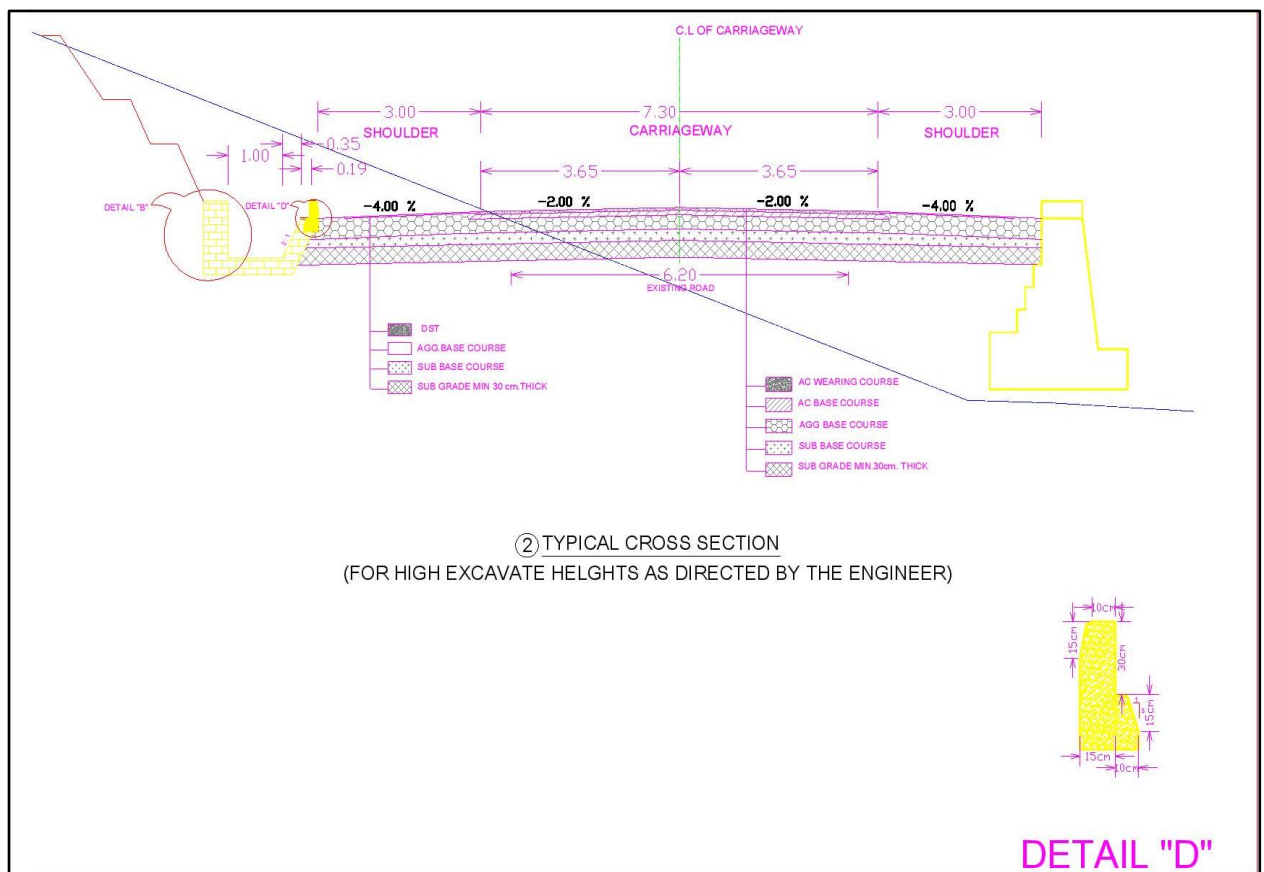
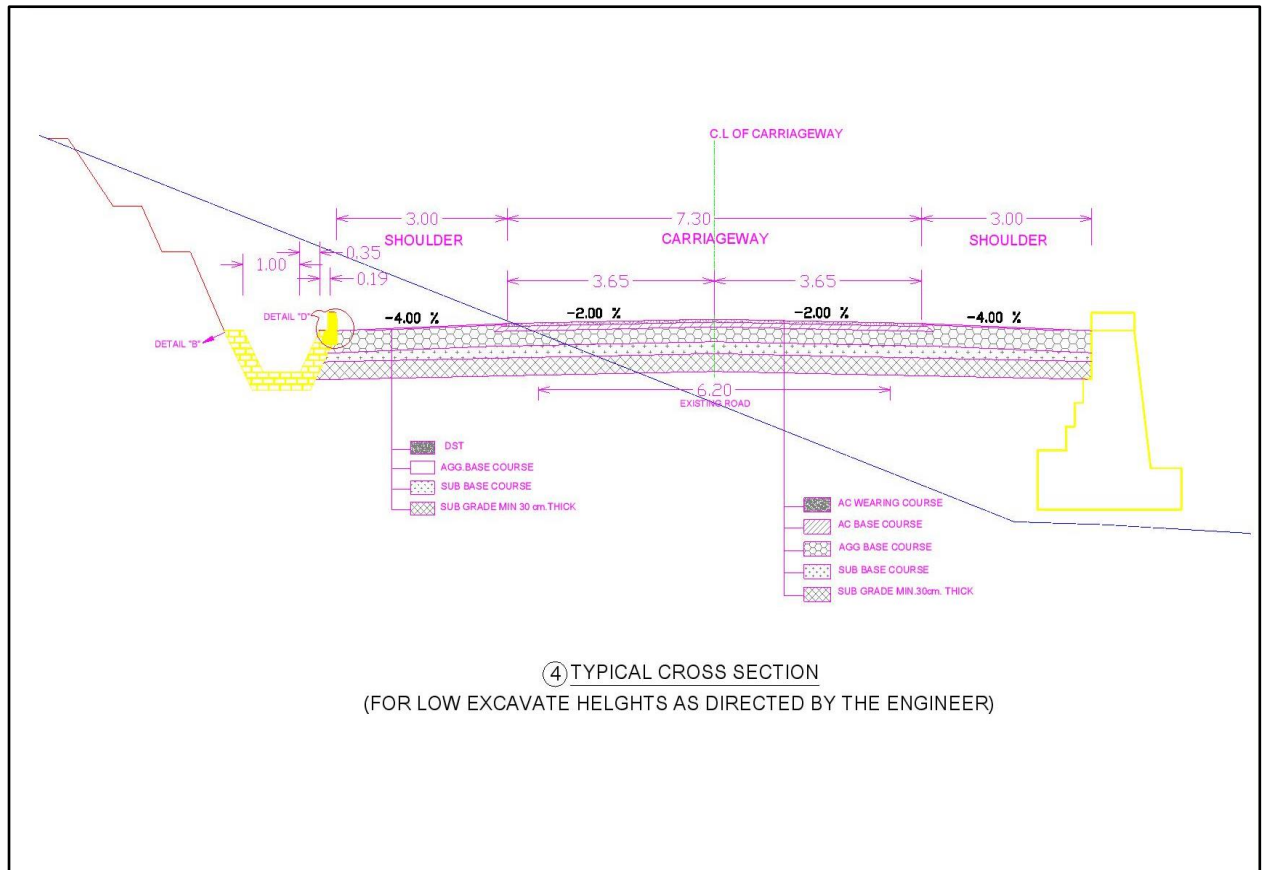
**PROGRESS SECTION 2**

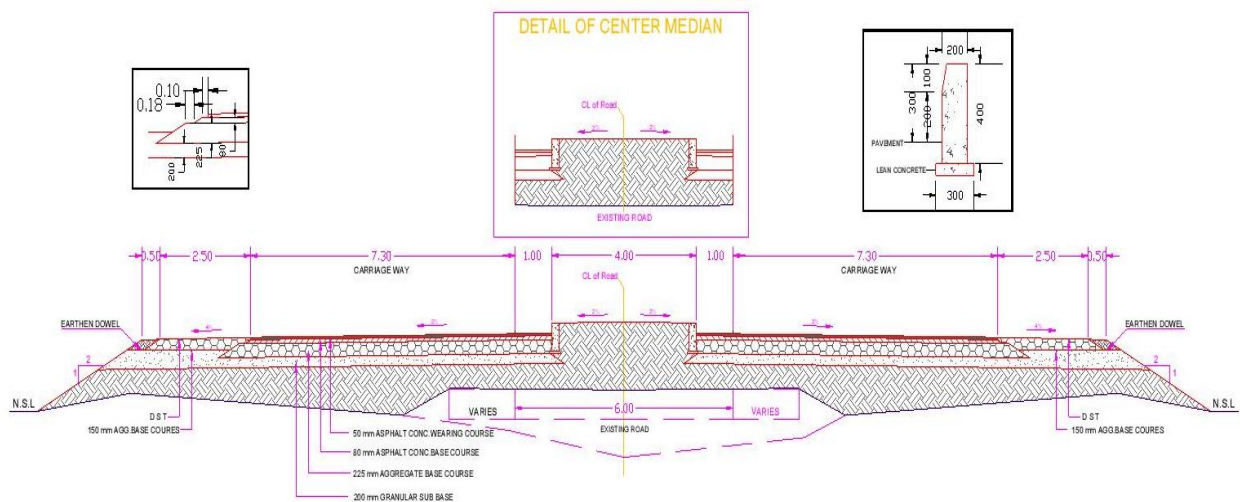
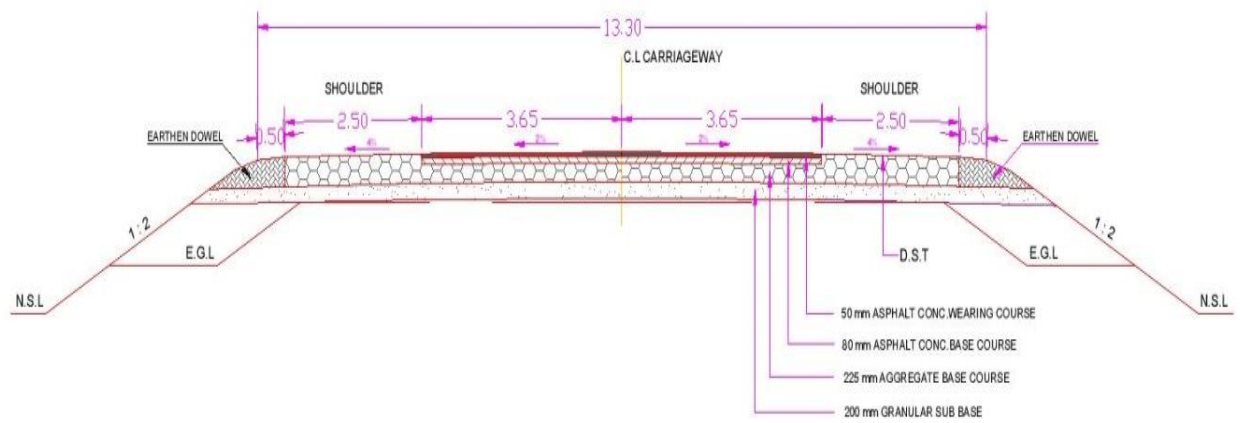
Description	Unit	Total Qty	Completed Qty	Bal Qty
Earth work & scarification	Km	5	3.5	1.5
Sub Base	"	6	2	4
Agg Base Course		12	6	6
Asphaltic Base Course	"	13	6	7
Asphaltic Concrete Wearing course	"	32	16	16
DST On Shoulders	"	34	12	22
Culverts	Nos	34	28	6
Wing Walls , Aprons	"	216	182	34
Retaining Walls	"	20	15	5



## 1.5 ALIGNMENT SKETCH – JANGLE PIRALIZAI – CHAMAN (SECTION 4)

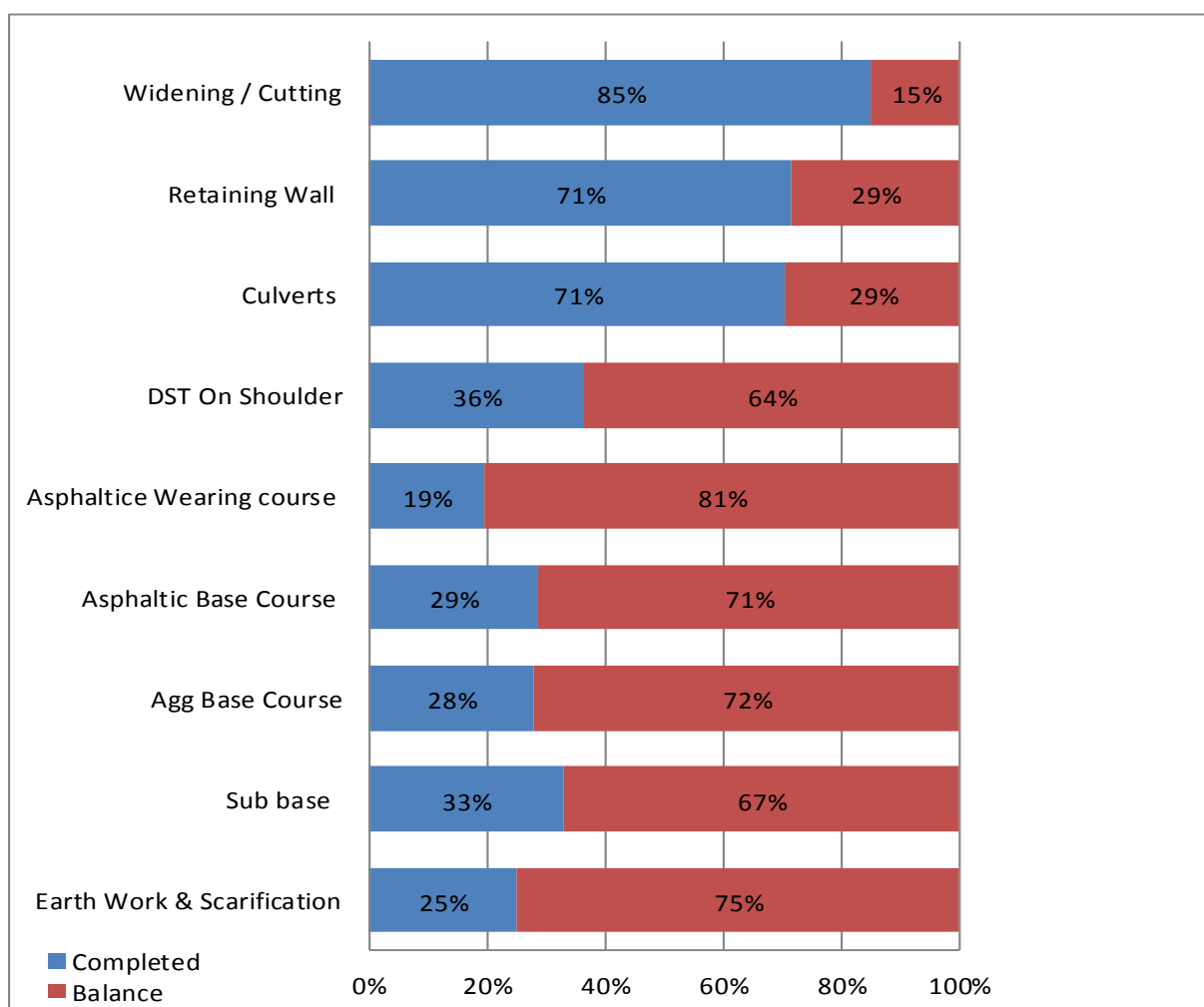






**PROGRESS SECTION 4**

Description	Unit	Total Qty	Completed Qty	Bal Qty
Earth Work & Scarification	Km	20	5	15
Sub base	"	30	9.85	20.15
Agg Base Course	"	34	9.48	24.52
Asphaltic Base Course	"	37	10.6	26.4
Asphaltice Wearing course	"	48	9.35	38.65
DST On Shoulder	"	55	20	35
Culverts	Nos	34	24	10
Retaining Wall	Nos	14	10	4
Widening / Cutting	Cum	350000	298,000	52000



## **2 CONSULTANT’S ACTIVITIES DURING THE REPORTING PERIOD**

- The M&E Consultants undertook the following major activities during the reporting period:
- Attended two co-ordination meetings at different levels and locations. The meetings were primarily related to site issues and coordination purposes.
- Joint site visit by FWO, EGC and AGES partners/ team was made to Jangle Piralizai - Chaman section on 26th October, 2014 respectively. The visit provided opportunity to discuss execution of various components of the project, site related issues and concerns including matters requiring attention.
- M&E staff carried out routine site visits of both the sections during the reporting month.
- Actively participated in on-site discussions with FWO / EGC regarding ongoing construction activities.
- Lab team carried out routine site visits and conducted site required test jointly with FWO/EGC on both the sections during the reporting month. Details of tests conducted by Lab team are reflected in attached quality test report table.
- FWO was advised for demonstrating good environmental practice in compliance with the construction environmental management plan.

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## **Quality Test Report**

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**SECTION-2****Asphaltic Base Course / Wearing Course Quality Tests Report**

<b>Extraction Test / Gradation</b>				
<b>S. No.</b>	<b>Paving Date</b>	<b>Type of Work</b>	<b>Location</b>	<b>Remarks</b>
1	09/10/2014	ACBC	Random	OK
2	10/10/2014	AWC	Random	OK
<b>Compaction Tests Report</b>				
1	21/10/2014	ACBC	74+560	OK
2	21/10/2014	ACBC	74+860	OK
3	21/10/2014	ACWC	81+050	OK
4	21/10/2014	ACWC	81+340	OK

<b>Extraction Test / Gradation</b>				
<b>S. No</b>	<b>Date</b>	<b>Type of Work</b>	<b>Location</b>	<b>Remarks</b>
1	21/10/2014	ACBC	74+560	OK
2	21/10/2014	ACBC	74+860	OK
3	21/10/2014	ACWC	81+050	OK
4	21/10/2014	ACWC	81+340	OK

**Aggregate Material Quality Tests Report**

<b>S. No</b>	<b>Date</b>	<b>Type of Work</b>	<b>Location</b>	<b>Remarks</b>
1	25/10/2014	ABC	70+00 to 71+800	OK

**Summary of Concrete Compressive Strength**

<b>S. No</b>	<b>Date</b>	<b>Part of Structure</b>	<b>Location</b>	<b>Duration</b>	<b>Remarks</b>
1	15/10/2014	Apron & Cut off Wall	98+131	7 Days	OK

**Asphaltic Base Course / Wearing Course Quality Tests Report****Extraction Test / Gradation**

<b>S. No</b>	<b>Paving Date</b>	<b>Type of Work</b>	<b>Location</b>	<b>Remarks</b>
1	18/10/2014	ACBC	Random	OK
2	22/10/2014	ACBC	Random	OK

**Asphaltic Base Course / Wearing Course, Cores / Compaction Tests Report****Extraction Test / Gradation**

S. No	Date	Type of Work	Location	Remarks
1	21/10/2014	ACBC	72+650	OK
2	21/10/2014	ACBC	72+425	OK
3	21/10/2014	ACBC	72+130	OK
4	21/10/2014	ACBC	71+900	OK
5	21/10/2014	ACBC	71+700	OK
6	22/10/2014	ACBC	71+775	OK
7	22/10/2014	ACBC	71+350	OK
8	22/10/2014	ACBC	71+158	OK
9	22/10/2014	ACBC	70+960	OK
10	22/10/2014	ACBC	70+688	OK

**Aggregate Base Course Field Density Tests Report**

S. No	Date	Type of Work	Location	Remarks
1	18/10/2014	Carriage Way	Random	Not OK
2	21/10/2014	Carriage Way	1+100-1+200	OK
3	21/10/2014	Carriage Way	1+900-2+00	Not OK
4	22/10/2014	Shoulder L/S	Random	OK
5	22/10/2014	Shoulder R/S	Random	Not OK
<b>The Above Reaches Mentioned at One, Three &amp; Five have been Re - Checked After Rectification, the Results are as Under</b>				
1	18/10/2014	Carriage Way	Random	OK
2	21/10/2014	Carriage Way	1+900-2+00	OK
3	22/10/2014	Shoulder R/S	Random	OK

**Aggregate Base Course Quality Tests Report**

S. No	Date	Part of Structure	Location	Remarks
1	19/10/2014	Carriage Way	88+250	OK
2	23/10/2014	Carriage Way	1+915	OK

## **2.2 ENVIRONMENTAL COMPLIANCE**

- Environmental Compliance Officer ECO carried out routine site visits of both the sections during the reporting month.
- FWO started using Personal Protective Equipment for safety of staff at site
- Dust pollution being controlled at RD77+400 (Section 2) RD91+700 (Section - 4) by sprinkling of water but needs to be controlled on Khojak Pass.  
Environmental Monitoring Report is attached as Annex-II.

## **2.3 SECURITY SITUATION**

Security Situation report is attached as Annex - III.

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## **ANNEXURES**

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## **ANNEXURE-I**

### **M&E STAFF**

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**M&E STAFF**

The following members of the M&E Team were involved as various activities of the project progressed. Other staff members will be mobilized according to demand of work load.

**PROJECT MANAGER OFFICE – STAFF DEPLOYMENT**

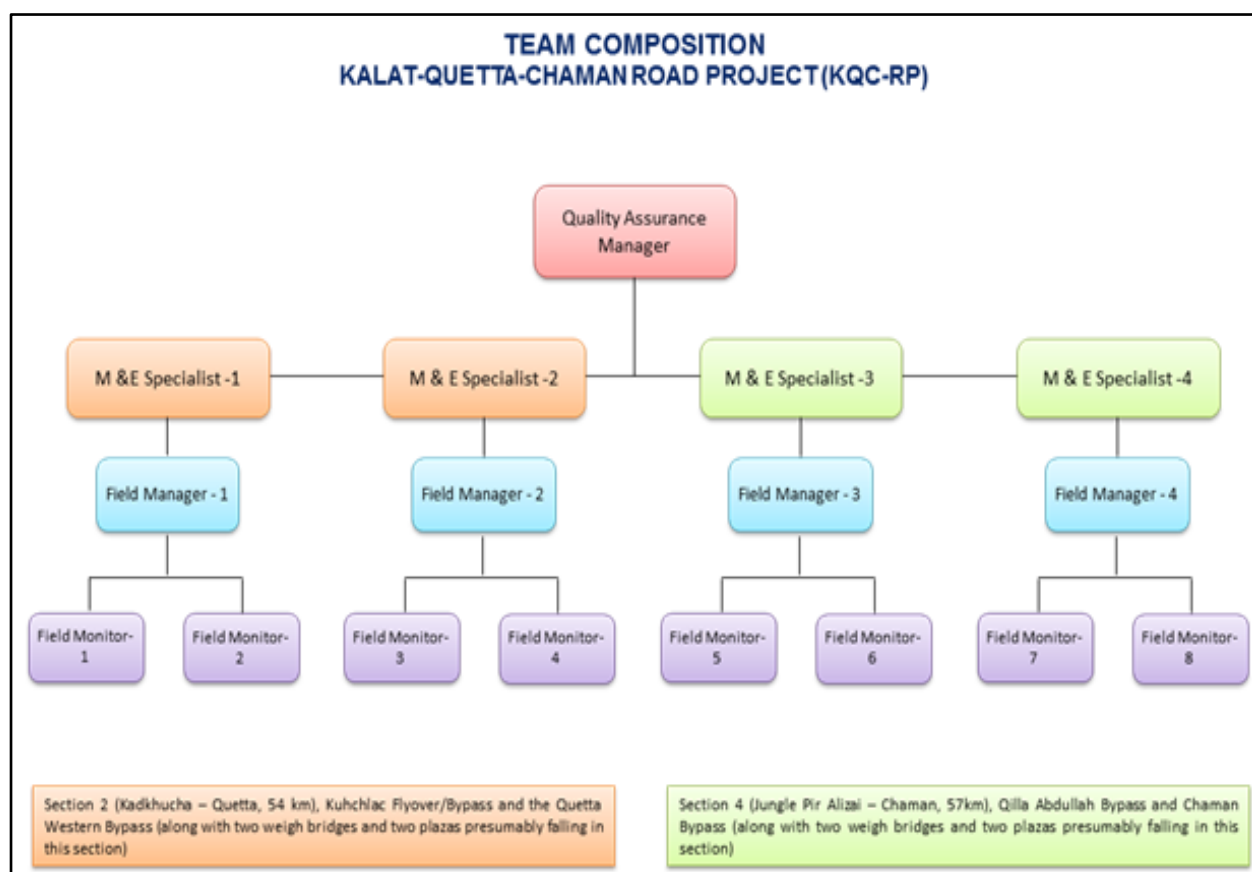
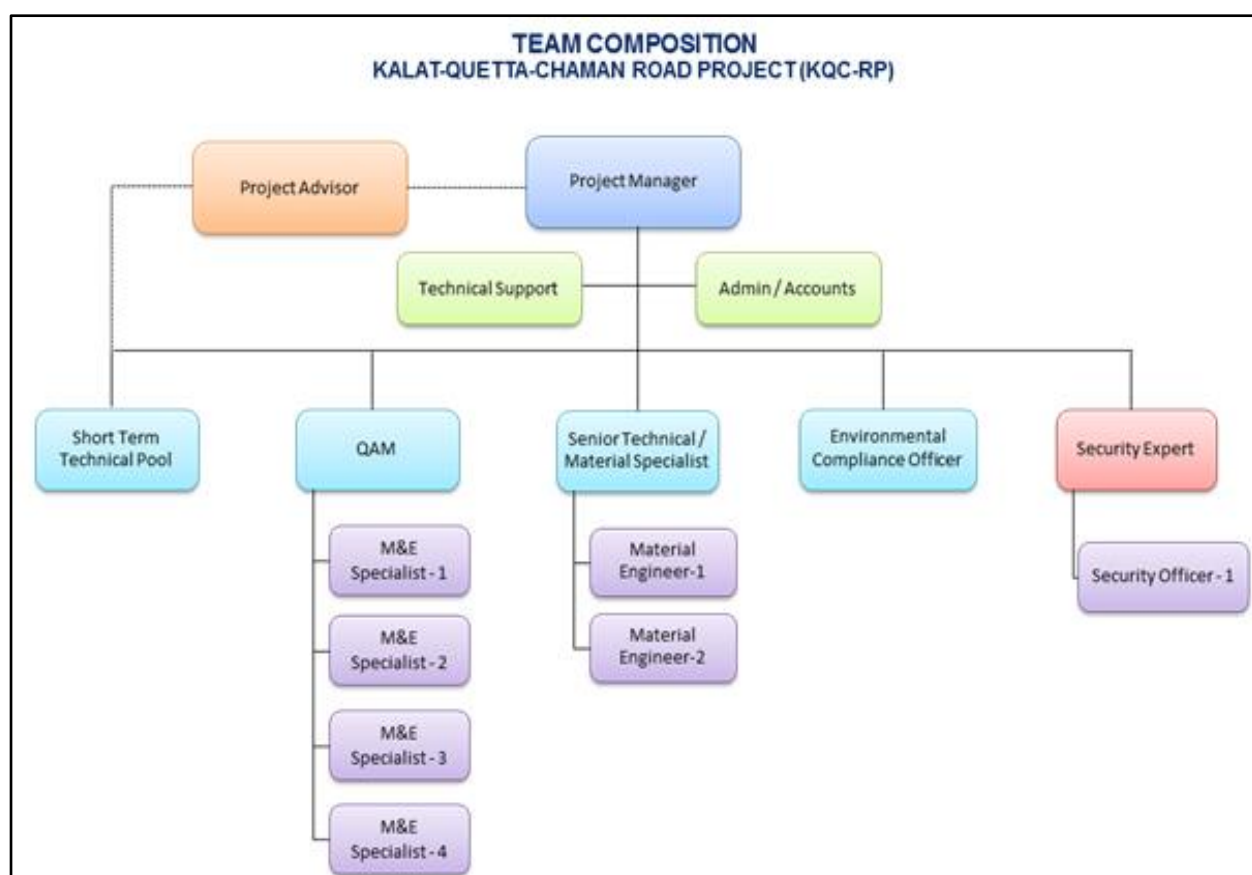
<b>S. No</b>	<b>Name</b>	<b>Designation</b>
1	Saleem Raza	Project Manager
2	Mohammad Aamer Khan	Provincial Coordinator
3	Saeed Rehman	Quality Assurance Manager
4	Gul Muhammad Khoso	Environmental Compliance Officer
5	Qazi Amanullah	M&E Specialist
6	Muhammad Kaleem Nasir	M&E Specialist
7	Inayat Ullah Shah	Field Manager
8	Nadeem Amir	Office Engineer
8	Saqib Sarwar	Field Manager
9	Muhammad Ashraf	Field Monitor
10	Abid Iqbal	Field Monitor
11	Shahid Jan	Field Monitor
12	Naeem Jan	Senior Surveyor
13	Asad Ayub	Auto Cad Operator
14	Capt. (R) Farid-ud-din	Security Expert / Advisor
15	Major (R) Shahid Tanvir	Security Officer
16	Zahir Gul	Manager Admin/ Finance
17	Syed Abulallah Shah	Accountant
18	Matloob Hussain	Admin Officer
19	Muhammad Sohail	IT Officer
20	Mustafa Ali	Assistant Accountant
21	Fakhar Ahmad	Receptionist
22	Asmatullah	Admin Assistant
23	Muhammad Zahoor	Quantity Surveyor
24	Muhammad Irfan Arshad	Computer Operator
25	Kamran Saddique	Computer Operator

**LABORATORY STAFF**

S. No.	Name	Designation
1	Masood Ahmed	Material Specialist
2	Aurangzeb	Material Engineer
3	Niaz Ahmed	Senior Lab Technician
4	Muhammad Ajmal	Lab-Technician
5	Nadeem Ahmed	Lab Assistant
6	Muhammad Imran	Lab Assistant

**PESHAWAR BASED STAFF**

S. No.	Name	Designation	
1	Nasir-ul-Mulk	Project advisor	Intermittent
2	Muhammad Ishaq	Technical Specialist Cat-1 (Chief Structure Engineer)	
3	Tahir Kamran	Senior Technical Specialist	Full time
4	Abid-ul-Haq	Quantity Surveyor	
5	Waqas Ali	Jr. CAD Operator	



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## **ANNEXURE-II**

### **ENVIRONMENTAL MONITORING REPORT**

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## Environmental Compliance

### Environmental Compliance Officer:

Gul Mohammad Khoso

### Dates of Visit:

14/10/2014  
18/10/2014  
22/10/2014  
26/10/2014  
29/10/2014

### Persons Consulted at Site:

Mr. Mohsin Khan,  
Environmental Engineer FWO

Mr. Farooq Aziz Khan,  
Assistant Manager FWO

Mr. Sajjad,  
Surveyor FWO

Mr. Saqib Aziz Khan,  
Assistant Manager FWO

Mr. Mohibullah,  
Site Engineer

Mr. Mohammad Irfan,  
Chief Surveyor FWO

Mr. Asadullah,  
Supervisor FWO

Mr. Mohammad Bashir,  
Supervisor FWO

### Work Status:

- Work in progress
- Work Stopped
- Work Completed



Activity	Monitoring Indicators	Observations/Remarks
Health and safety of workers.	Health problems or immediate risk to the workers	During the site visit, it was found that the workers were using personal protective equipments during laying of asphalt wearing course at RD 0+700 section-4 (Bypass Section). The ambulance facility was also provided to the workers, (refer to plate # 2).
Dust Pollution	Dust Pollution	The sprinkling of water was being carried out at temporary access road and other dusty section of the roads to control the dust pollution, refer to plate # 3 and 4. There is further need of sprinkling of water on the road in Khojak Pass section, (refer to plate # 5).
Traffic Control.	Traffic congestion blockage/accidents	During the visits of site, it was observed that diversions have been arranged by FWO. The signboards for diversion warning, guiding and speed limits were also seen installed along the road, (refer to plate # 6). There is still need of traffic signboards having reflective material to maximize driver's visibility in night hours.
Accident-Prone Sites	Traffic Congestion in Urban Area	During the site visits, it was observed that the construction material was not placed properly in the urban area at RD 60+625 of section-4. The drivers were facing difficulty in passing through, (refer to plate # 7).
Asphalt Plant	Dust Emission from Asphalt plant	The asphalt plant at Shela Bagh was found emitting heavy dust. It may cause health risk to the workers of the FWO laboratory established near the plant site and the surrounding population. The FWO Environmental Engineer was advised to arrange and install emission control device in the plant, (refer to plate# 8).

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## PICTORIAL ENVIRONMENTAL DATA SHEET

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Section-4, well placed board at start of Sec#4 reflects the development work



Section-4 RD 0+700 (Bypass Section), the asphalt paving crew with PPEs is pictured along with equipment in process of laying down hot mixed Asphalt on the road



Section-2 RD 77+400, water being sprinkled to control the dust pollution



Section-4 RD 91+700, the water sprinkled and traffic cones provided during Widening work of road



Section-4 RD 93+700, Dust pollution needs Sprinkling of water at Khojak Top section of the road



Section-4 RD 91+600, Warning board installed for guidance of drivers



Section-4 RD 60+625, improper placement of Construction material needs Proper positioning for smooth flow of traffic on the road



Section-4, Asphalt plant at Sheela Bagh needs installation of emission control devices to minimize the dust emission

---

## **ANNEXURE-III**

### **SECURITY REPORT**

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## **Security Situation**

The Security Environments in Balochistan remained a moderate risk for operating. The Law and order situation particularly in Quetta City was not comfortable. A number of incidents have occurred in which the writ of the Government has been challenged by the miscreant. The incident involved suicidal attack, Sectarian target killing and attacks on Government Vehicles. However in other parts of the Province the law and order situation generally remained peaceful.

### **Misc. Incidents Occurred Astride KQC (RP)**

#### **Kalat- Quetta Axis**

- 1) On 05 Oct 2014, the terrorist killed a man named Bashir Ahmed by firing near Mangocher. The deceased was travelling in a Public Transport when he was made to de embark from the Wagon and killed.
- 2) On 17 Oct 2014, a Hand Grenade was thrown on Frontier Corps Vehicle near Mastung. Resultantly two soldiers got injuries and evacuated to hospital. United Baloch Army claimed for the incident. No arrest reported.

#### **Quetta-Chaman Axis**

- 1) On 01 Oct 2014, some unidentified miscreants fired and killed two brothers along with their sons. The incident occurred in Dasht Goran in District Kalat. The miscreants escaped from the scene and no arrest reported.
- 2) On 18 Oct 2014, some miscreant fired upon NATO container near Kuchlak on Quetta – Chaman Road. The driver sustained injuries and evacuated to hospital. No arrest reported.

#### **Quetta-City**

- 1) On 02 Oct 2014, two incidents happened within one hour on Double Road and KilliGul Abad in which some unknown miscreants threw Hand Grenades in Barber and Photographer's shops killing four persons and injuring thirteen others. They also carried out indiscriminate firing and escaped.
- 2) On 04 Oct 2014, some unidentified persons threw Hand Grenades in a house belonging to a Property Dealer Ameer Hamza resultantly three children got injured. The miscreants managed to escape.
- 3) On 12 Oct 14, unidentified miscreants threw Hand Grenade on Frontier Corps, vehicles near Joint / Saryab Roads Cross and vanished. No loss occurred.
- 4) On 12 Oct 14, One named Sharjeel Shah S/O Saleem Shah Administrator District Bolan kidnapped from Saryab Road by unknown miscreants.
- 5) On 23 Oct 2014, ten personnel shot dead near Vegetable Market Hazar Ganji by some miscreants. All deceased were from Shia sect. Reportedly this sectarian violence was carried out by Lashkar e Jhangvi.
- 6) On 23 Oct 2014, a suicidal attack was carried out on Moulana Fazalur Rehman of Jamiat e Ulmai Islam. Fortunately he escaped from the injuries and remained safe. A terrorist Organization named Jhundola has claimed for said attack.

- 7) On 31 Oct 2014, an Improvised Explosive Device explodes near Frontier Corps vehicle on Hazar Ganji Link Road. No loss occurred and two personnel have been arrested.

#### **Advisory Issued to KQC (RP) Employees**

The technical and Supporting Staff have been stress upon following.

- 1) Avoid discussing or disclosing Project Portfolio with unauthorized persons.
- 2) No one to stop on Hotel/Shops falling en route for taking Tea or any edibles.
- 3) All possible efforts are made to reach back to Quetta before last light.
- 4) Security Staff to remain vigilant when Technical Staff debus for the inspection of Project/collection of material sample and follow protection SOPs.
- 5) Security and Technical Staff has also been asked to keep a keen eye while on move and Identify suspicious vehicles which may be chasing our staff. On identification of such Vehicles/miscreant immediately contact with nearby Police, Levies or Frontier Corps and also Inform Security Officer.
- 6) All employees, particularly Field Staff has been asked to maintain low profile and wear dresses which merge them with the locals so that they should not attract attention of other peoples?
- 7) The Officer In charge and Security Staff moving with the vehicles have been asked to check inside and outside of vehicles before embarking and ensure that no explosive devise etc is placed.
- 8) Ensure populated areas are avoided while visiting site area.

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## **ANNEXURE-IV**

### **MINUTES OF MEETING**

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## **MINUTES OF THE MEETING**

### **MINUTES OF THE MEETING HELD ON 16.10.2014**

A Meeting was held on 16.10.2014 in the Conference Hall of AGES KQC Office at 1400 hours under the Chairmanship of the Project Manager AGES KQC Road Project. The meeting was attended by NHA, FWO, EGC and AGES staff. List of participants is annexed.

The meeting started with recitation from the Holy Quran. The Project Manager welcomed the participants and informed them regarding objective of the meeting and discussed in detail the progress of work on Kalat Quetta Chaman Road Project.

The Project Manager informed the meeting that EGC Consultants are responsible for the detail supervision and the role of AGES Consultants is only monitoring the work and to assure the quality of work. The AGES Consultants are focusing mainly on 4 things i.e. (i) work already done (ii) work in progress (iii) observation conveyed to NHA and (iv) action taken by the concerned quarter. He further added that design for additional work must be completed by February 2015.

The QAM explained the role of EGC Consultants and asked the EGC representative to explain the reasons for not fully involving in the detail supervision of work as per mandate. He stated that if the EGC is under staffed or there is some logistic problem or anything else, the Contractor should take action enabling them to supervise the work as per requirement and achieve the required results. He showed his concern for not taking any action on 1<sup>st</sup>. email. In which QAM had requested PD NHA for sharing Mix design, JMF for ACBC and ACWC, Lab tests for all the items of work executed prior to mobilization of AGES team to the KQC project. PD NHA informed that since the Project comprises of completion of leftover work, all such documents prepared by erstwhile Contractors are available and to be used. The PD NHA asked the FWO and EGC to provide concrete mix design and job mix formula to AGES. PM FWO assured that all the required documents will be provided with in week time.

The RE EGC while responding told that EGS is putting their input in the Project with full sincerity with in the specified role emphasizing that there is no problem o lack of f staff or logistic arrangements and they are supervising the activities being undertaken on site .

Project Manager FWO told that they were completing works the left over by previous contractor for about two years and old design is being followed .He elaborated the impediments in achieving desired results. He was reminded that contractually Contractor was bound for completion of such works and remedying of any defects therein. GM NHA that all observations will be addressed and steps will be taken to rectify the things. PM FWO apprised the meeting of results obtained of Crushing Strength of concrete through cylinder test were satisfactory and assured that admixture will be used for concrete to attain the required strength.

The QAM said the up till now progress reports from July to September 2014 have not been provided to AGES on the prescribed format as already requested. The PD NHA informed the meeting that progress report will be provided to AGES on 25.10.2014 positively on the prescribed format.

The PD NHA also expressed his views that work on 5 KM should be completed in continuity and not in parts in accordance with stipulations PIL.GM assured that matter will be taken up at appropriate level to sort things out. Qazi Amanullah, M&E Specialist AGES asked that test results of sub-base and aggregate base course being executed on Khojak Pass may be provided.

QAM has explained the following points in detail

- Earthen dowels as per design have not been provided and filling in embankment as per design side slopes has not yet been done.
- Grouted rip raps on upstream and downstream of apron cut of wall has not yet been provided.
- Grouted rip rap on sides of Box Culverts and Pipe Culverts over embankment slopes has not yet been provided.
- Expansion joints with sealant have not been provided in between wing walls and abutments in the Culverts.
- DST has been laid without prime coat.
- Most of the Culverts are choked; the bed level is lower than the adjacent ground.

Hence mile stones for such like deficient of items of work cannot be certified

- Need to get explanation from Consultants for adopting different designs of Pipe and Box Culverts
- Brick work not according to specifications
- Water cement not being maintained properly
- Drains , wherever , required as per design should be given priority for early construction
- Calibration of testing machine needs to be authenticated as the results now being obtained seem to be misleading
- Record of temperature variation be maintained and concrete work of bituminous work should be executed only in permissible temperature.
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Mr. Gul Muhammad Khoso, Environmental Compliance Officer informed the meeting that there is huge dust pollution on site and no proper diversion signage have been provided due to which accidents are likely to occur. He further added that traffic is not being managed properly on Khojak Pass.

The PM FWO responded that signage is provided but at certain points, sign boards have been stolen. The GM NHA stated that the point is valid and improvement should be made by the concerned quarter. PM AGES sought the progress about design of Bridge on Km 79+00 in Section - 4, issues about ROW in Section 2 & 4 and design of additional works GM NHA informed that significant progress has been made in ROW issues of both sections and FWO will intimated shortly. He assured that Consultants will be asked to expedite the work on additional components in time.

The GM NHA expressed his view and said that the observations of AGES are valid and the point noted for improvement. The GM NHA also directed the EGC and FWO to provide fresh photo of Pipe Culverts which have been improved. PM FWO representative informed the meeting that all the points discussed in the meeting will be addressed strictly in letter and spirit and no compromise will be made to complete the work as specified

The meeting ended with a vote of thanks from the Chair.

## **Minutes of Meeting held With General Manager NHA**

### **30.10.2014**

A meeting was held with General Manager NHA in the office of Project Manager AGES of KQC Road Project.

The following points were discussed:

#### **1. Preparation of IPC / impediments.**

Project Manager explained in detail the preparation of IPCs in the light of Milestones set out in PIL. He stressed the need to understand the impediments which are likely to come across. He informed that mile stone consisting of five Kilometers has to be in continuous stretch with all the components it is composed of, complete in all respect. IPC would require to be attached with all tests required in line with NHA specifications, duly verified by NHA.

GM NHA assured that steps will be taken to submit IPC in accordance with stipulations of PIL.

#### **2. Sharing of documents.**

Project Manager informed that FWO has so far not shared the following documents:

- I. Test results
- II. Construction/Shop Drawings

GM NHA said that he was under the impression that Test Results are to be attached with IPC. QAM indicated that it would be appropriate to share the Test Results frequently to avoid any unpleasant situation later on. GM agreed to instruct FWO accordingly.

#### **3. Design of bridge at KM 79+500**

PM asked about the design of Bridge on KM79+500 and requested expeditious action in order to avoid any delay. GM informed that design has been finalized and necessary steps will be taken to expedite the work on this component.

#### **4. Design for the additional works**

GM informed that target date of 15th November 2014 has been set for completion of design on:

- Kuchlak By Pass
- Qila Abdullah By Pass
- Chaman By Pass
- Garang Flyover and Four Bridges

Work on Western By Pass Quetta will be the last priority subject to availability of funds.

## 5. Land dispute

GM informed that only 1.7 Km in Section 4 is disputed and efforts are underway to resolve the issue whereas negotiations are going on to settle the dispute in Section 2

## 6. JMF & concrete mix design

PM informed that as a consequence to decision taken in meeting held on 16.10.2014, FWO provided JMF and Concrete mix design .It was revealed while examining that the aggregates from sources on which mix design is based are apparently not used because sample taken from the mix being used in one of the structures did not yield the specified strength, both for 7 and 28 days.

For revision of concrete mix design another source from Pishin side was selected jointly which gives satisfactory results. It came to the notice of QAM (AGES) through Metrical Engineer (AGES) that according to ME (FWO) petty contractors are reluctant to use the fine aggregate from Pishin source.PM asked GM for the resolution of issue and possibility to carry out nondestructive tests on the structures already constructed may be looked into. GM agreed to take up the issue with FWO.

## 7. Earthen Dowels & Ramps / village roads

PM showed his concern for not staring these two components which could hamper the certification process as both of these items is required to be finished for completion of relevant Mile Stone.

GM agreed with observation and assured for compliance by FWO.

## 8. Retaining walls

PM and M&E Specialist gave observation again that retaining walls being constructed or already constructed in Section 2 are not in accordance with specifications.

GM assured of taking corrective measures.

## 9. Observations made earlier not addressed

PM and QAM said that:

- Bitumen coating to concrete surface in touch with soil has not been carried out.
- DST executed before mobilization of AGES has been done without application of prime coat
- Expansion Joints along with sealant had not been provided before AGES arrival. Still the things are going on in the same manner as previously in spite of our advices.
- Filling behind structure still continues to be done in one go instead of doing it in layers, as specified, with proper compaction.
- Almost all the parapets are at lower level than the FRL. They need to be raised above FRL.
- Traffic has been allowed to ply on ABC at various locations for considerable time. Thickness of ABC is found deficient at different sections which need to be addressed before laying of ACBC to comply with specifications and drawings.
- Symmetry in design of pipe / Box culverts in both the sections is advisable. In section 4 rip raps has not been done on both sides on embankment slopes as well as horizontal projection from toe on ward.

- Rip rap beyond cut off walls 2M on upstream and 3 Meters on downstream has not been carried out.
- Tests for CBR as per NHA specification apparently not carried out on Sub base .There was only one test available at Sheela Bagh FWO laboratory, the same was for the source.
- Test carried out on Sub-base material sample taken from KM 3+275 on Sheela Bagh Bypass did not give result conforming to NHA Specifications. The same material has been used in Sub-Base at other reaches in Section - 4.
- In Khojak pass area Contractor blending ABC with Sub-base material in contravention of NHA General Specifications.

10. QAM and M&E Specialist informed Construction of cause ways in Section - 4 (Khojak Pass) have been started by the contractor. Design / drawings of cause ways not yet shared by NHA with AGES for review.

GM committed to take appropriate action

11. M&E Specialist informed that various activities like ACBC, ABC etc. are in progress in Khojak Pass area. Pavement Specialist of NHA may be consulted about suitability of flexible pavement in this reach where gradient is 5% or more.

12. Environment Compliance Officer gave his view that compliance for environmental concerns be ensured .

GM ensured for directing FWO in this respect

Concluding the meeting, PM emphasized the importance of coordination of all stake holders to complete the Project in time and according to stipulations of Contract Agreements. GM assured adherence to NHA specifications in all respect and expediting his efforts to resolve all the issues.

The meeting ended with thanks from the Chair.

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## **Project Photographs**

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## **Khadkocha to Quetta (Section – 2)**

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Construction of Apron at Km 98+053 in progress



Checking of ACBC Temp at Km 70+00 to 71+160



Pouring of concrete (Apron) at Km 98+053 in progress



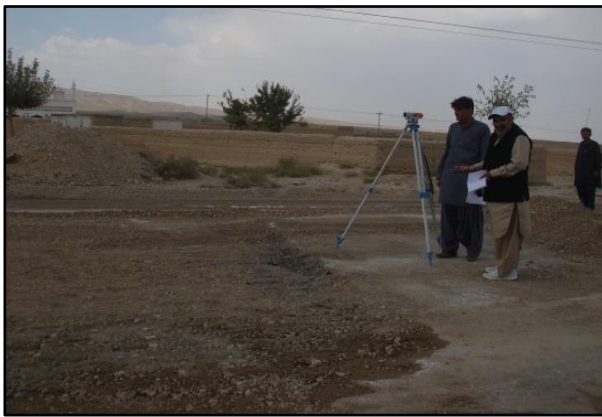
Curing of Apron in progress at Km 98+131



Curing of Wing wall in progress at Km 98+131



Back filling of Box culvert in progress at Km 79+035



AGES survey Team involved in monitoring



DST on Shoulder with Prime Coat at RD 60+300



Water Sprinkling Continue at Km 78+ 100



Laying of ACBC in Progress at Km 71+284



Compaction of ACBC in Progress at 85+00



Steel Fixing (Wing wall) of box Culvert at Km 110+895

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## **Jangle Piralizai to Chaman (Section – 4)**

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Excavation is in progress for side drain at Km 72+776



Curing is in progress for bed of side drain at Km 72+776



Compaction of ACBC in progress at Km 2+230 Re-Align Portion



Compaction of ACBC in progress at Km 1+930 Re-Align Portion



Steel fixing of Box Culvert at Km85+572



Curing is in progress for Box Culvert at Km 85+572



Steel Fixed at Deck slab of Box Culvert at Km 3+940



Work in progress at RD 3+140 Re-Align Portion



Laying Of ACBC at Km 2+390 Re-Align portion



Water Sprinkling Continue at Km 89+500



Compaction of shoulders at Km 80+325



Application of prime coat on shoulders at Km 80+325



Compaction of Sub Base at Km 91+250



Top Slab of covered Drain Ready for Concrete at Km 64+325



Steel Fixed for top Slab of Covered Drain At Km 63+950



Lean concrete for Covered Drain in progress at Km 60+625



Shoulder is at low level than ACWC at Km 80+800



compacted shoulder at Km 85+00

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**Field / Lab Test**

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Casting Of Cylinder at RD 60+250



Field Density Test at RD 85+00



Field Laboratory Test at Sheela Bagh



Field Density Test at RD 84+380



Curing of Concrete Cylinders at Sheela Bagh